Kawasaki 650 Dual Sport News

*... Newsletter of the **Kawasaki 650 Dual Sport Owners Group***

MAY/JUNE 1998

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Moto Musing

Gino Pokluda

Coming to terms

I recently received two letters from readers that brought to light some interesting aspects of this newsletter and the activity we call "dual sporting". One letter was from a new subscriber who has been active in off road riding for twenty-six years. "I enjoy your newsletter, but take exception to the term, dual sport, which you use freely" he started. He then continued, "I have been riding motorcycles for twenty six years, back when they were called 'dual purpose' and 'trail' motorcycles and the rides you feature in your newsletter can be done on a Kawasaki Concours". His letter went on to explain that his current ride is a KLX650R model, converted to street legal status and that he frequently enters competitions on his KLX during weekends and rides it to work on weekdays.

The second letter was from another gentleman that owned a KLR650 with full Givi luggage, tall windshield, Russel Daylong seat, and street handlebars with greater pullback. "I enjoyed your March-April issue… especially the travel stories. I ride my KLR650 mostly on the street, but do take excursions onto dirt/gravel roads like Forest Service roads" he wrote. "My 1993 KLR650 sees pavement mostly…", he continued, "…and I usually run street tires (Metzelers) as opposed to dual sport tires."

Ask each of the 400 subscribers of this newsletter what their idea of dual sporting is and you'll get a least 400 different answers. In a way, it's too bad that dual sport bikes are burdened with the moniker. To me, they have always been just "good ole bikes". Bikes that can do many things and are masters of nothing other than versatility. They are now the modern universal motorcycle; all surface, all purpose bikes limited only by the imagination of the rider.

(Continued on page 2)

...Moto Musing

(Continued from page 1)

Need more proof? Just look at the dual sport class as defined by most motorcycle magazines. On one end you have the Yamaha TW200 and KTM320RXC. On the other end you have the KTM Adventure and Moto Guzzi Quota. It doesn't get any broader than that. That's a good thing because we, as enthusiasts for these marvelous machines, all have our own ideas on how our bike should perform its duties while it is in our garage.

No, I'm not even going to attempt to discuss what dual sporting really is or isn't. What is far more important is that you ride your ride and ride it a lot.

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NEW POLICIES

Article Deadlines

Okay gang. I'm trying to get the *K650DSN* back on track and need your help. My goal is to have each issue in your hands by the 1st of the month for that particular issue. I now have a policy for how late I'll accept articles for publication. My cutoff date is now the 15th of the month prior to the issue. For example; if you want me to publish something or place an add, in the July/August issue, you must have it to me by June 15. I will accept any format of article, preferably type written, but I will type in from hand written letters. Just make sure I can read your writing. If I can't, I reserve the right to edit your article.

Advertising

I've had one of the most lax advertising policies possible, but now, advertisements are consuming valuable article space. As an individual, you are welcomed to place an ad in the *K650DSN* to sell parts, bikes, solicit riding buddies or whatever. Your ad will run for 2 issues unless you tell me otherwise. Commercial ads will be subjected to a different policy starting January 1, 1999. That policy will be described in the July/August issue. It has always been my goal to keep this newsletter a publication for enthusiasts with clear and objective information. However, many of you have stated that having advertising in the *K650DSN* has made the publication more credible and attractive while advertisers have enjoyed free advertising with a one years subscription. I hope my new policy will be acceptable to both.

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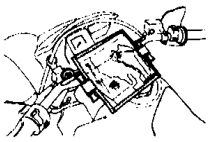
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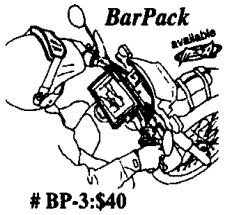
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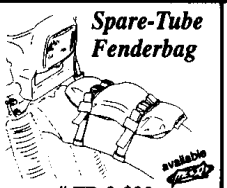
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UPDATES

CORRECTION

The equation given in the last issue regarding the measurement of chain slack was in error. Do not measure downward play and upward play and multiply by two. Simply subtract the two numbers and that is your slack.

Shorter Side Stands

Dual Star is now offering shorter side stands for those who have mounted the lowering links to their KLR650's. The side stands are modified OEM equipment and are a bolt on application. Call **Dual Star** for more info **425-776-7433.**

Al Jesse Panniers

Once again, I have not been able to get the much, anticipated review of these fabulous aluminum panniers into this issue for reasons beyond my control. There were two KLR's at the Utah Get-Together that had them and the only complaint I heard was that they could not be filled up. They simply could

(Continued on page 3)

(Continued from page 2)
carry more than the rider could pack! I do plan on having a comprehensive review of the bags soon, though.

Cover Photo

The cover photo is supplied by Mike Stecyk of Canada while in Baja. Mike learned the importance of having your bike securely on its side stand before attempting to take a picture of it. No one was hurt, bike survived fine. Mike also told me that he had a flat and some locals helped him push it into a local cantina where they hung the bike from the rafters with ropes so that he could work on the tire without having to stoop over! If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

Directory

If you would like to

(Continued on page 4)

The Maya Trip: Part 2 of 3

by Bill Haycock

There are two ways to get to Uxmal from Campeche. The regular road and the "short cut!" Looking at the map we decided to ride north for about 50 miles and then turn east over a a 15 mile stretch of back road to the small village of Muna and then back south a short distance to Uxmal. This route looked to be more "off the beaten track" as well as shorter. The short cut turned into a three hour ride versus the normal one and half hour ride. Little did we know that the 15 mile stretch was mainly a dirt and mud road! We had broken one of the main rules on asking directions in Mexico. The rule says one must ask three different people about the condition of a road and then believe the worst case answer.

Mud was a problem for the BMW 1100GS - seems like they are prone to getting the front fender jammed up if too much mud gets trapped between the fender and tire. No problem though, just a few minutes to clean it and we were on our way. We agreed we would have taken the road anyway as it was our first chance to get off the main highway. The small villages and farms made it worth the extra time!

Arriving in Uxmal we chose to stay at the Hotel Arqueological, about 100 meters from the entrance to the ruins. This Hotel is very much in harmony with it's surroundings! Very open in it's design, gardens, jungle type swimming pool, outside eating patios and inviting in every regard. The hotel is owned and operated by Club Med.

Robert and I decided to take about a 20 mile ride to look at some minor ruins at Kabah, Sayil, and Labna. They may be considered minor but we found them to be very impressive and worthy of a special trip. More to come on these three special places!

Uxmal was an important city during the late Classic Period (600-900 AD) of a region which encompassed the satellite towns of Sayil, Kabah, Xlapak and Labna. Although Uxmal means thrice Built in Mayan, it was actually reconstructed five times.

Uxmal is the defining example of the Puuc architectural style, which emphasizes elegant proportions and intricately detailed building exteriors of cut stones assembled in geometric patterns. Cornices and entryways often feature beak-nosed representations of the rain god Chac. The detail of the stonework is even more amazing when one considers the Maya created their buildings without benefit of metal tools.

There is much speculation as to why Uxmal was abandoned in about 900 AD. Drought conditions may have reached such proportions that the inhabitants had to relocate. One widely held theory suggests that the rise to greatness of Chichen Itza drew people away from Uxmal.

After one and a half days in the Uxmal area we left for Chichen Itza. A map study of the back roads in the Yucatan indicated we could cut cross country and avoid the well traveled tourist road. The ride was fantastic! Many small villages, mainly populated by the Mayan descendants, gave us a rare view of the Yucatan population most tourist don't see. Many of these small villages seemed unchanged from how they might have looked hundreds of years ago. Needless to say, five motorcycles and their "gringo" riders was a strange sight for these people. The weather was great, roads very narrow but virtually free of traffic, and the jungle vegetation made for a unique adventure! We wished it had not ended so soon but within four hours we arrive in Chichen Itza, "The Mother of all Tourist Destinations!"

Up until this point we had seen very few tourists as most of our stops had been at rather remote locations. Now we were back in civilization, four lane roads from Cancun and an international airport within three miles. We looked at our guide books and decided to try the Piramide Hotel in the small town of Piste. It is only 2 km from the ruins but might keep us out of the tourist buses and vans from Cancun - we were wrong! The hotel is run by an American lady whose father used to excavate at Chichen Itza many years ago. It is a

(Continued on page 4)

....Maya Trip: Part 2 continued

(Continued from page 3)

comfortable and well kept hotel and one we can recommend. Certainly a lot less expensive then the ones next to the ruins.

Most archaeologists agree that Chichen Itza was first settled during the late Classic period between 550 and 900 AD and was pure Mayan. In about the 10th century, the city was largely abandoned for unknown reasons. The city was resettled about 1100 AD. Shortly thereafter, Chichen Itza was invaded by the Toltecs, who had moved down from their central highlands capital of Tula, north of present day Mexico City. The Toltecs fused their culture with that of the Maya, incorporating the cult of Quetzalcoatl.

Quetzalcoatl, the plumed serpent, was a blond king with great powers who was supposedly cast out of his kingdom and exiled from the central highlands to Mexico's south-east. Legend has it that he would reappear and bring a great era with him. This legend would ultimately help pave the way for Cortez in his conquest of Mexico.

In Chichen Itza you will see images of Chac, the Mayan rain god and Quetzalcoatl, the plumed serpent, throughout the city. However, because there appears to be evidence of Toltec influence long before the supposed Toltec invasion, there is speculation that Tula had once been a colony of Chichen and that Toltec influence filtered back to the Yucatan.

The warlike Toltecs contributed more than their architectural skills. They elevated human sacrifice to a near obsession, for there are numerous carvings of the bloody ritual in Chichen. After a Toltec leader moved his political capital to Mayapan while keeping Chichen Itza as his religious capital, Chichen Itza fell into decline. Why it was subsequently abandoned in the 14th century is a mystery, but the once-great city remained the site of Mayan pilgrimages for years afterward.

Chichen Itza could easily demand three or four days for the serious student of Mayan history. If there is one place you should visit in your life I would say Chichen Itza would be near the top of the list! Unfortunately, we had to leave as we were still only a third of the way through our planned trip.

Looking at a large scale map of the Yucatan you will find there are many small back roads that crise-cross the entire Yucatan. We knew these were the roads we wanted to be on! No more tourists buses for us! We planned a route to head toward the coastal Mayan site of Tulum.

(Continued on page 5)

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(Continued from page 3)

be included in the next K650DSN directory, please send your name, address, phone number and e-mail address. **You are not automatically entered into the directory**. The next directory will be in the July/August 1998 issue.

Subscription Renewals

If your mailing label has **RENEW** in the upper right corner, you'd better pay your subscription dues if you don't want to miss out on the next issue!

Web Page News

The Web Page continues to expand thanks to the hard work of Bill Haycock. Please send comments and suggestions to Bill Haycock, his e-mail address in on the page. For those who have not visited the page, it is located at **www.geocities.com/~klrdsn**. We would really like to add more pictures of our group, so please submit

(Continued on page 5)

(Continued from page 4)

photos for the photo album

KLR650 Electronic Mailing List

We now have an e-mail mailing list specifically for the Kawasaki 650 Dual Sports. The list was developed by Kurt Simpson and serves messages to those who subscribe. To subscribe, simply send the message "subscribe klr650" to majordomo@lists.xmission.com. To post a message to the list, send the message to klr650@lists.xmission.com.

OTHER IMPORTANT DATES

Euro Days. Sponsored by Motorsport of Albuquerque, Albuquerque, NM. Bike show open to all classes. Free demo rides of the latest BMW and Triumph motorcycles. Bratwurst and hot dogs for sale. Proceeds from sales go to Susan Komen Breast Cancer Foundation.

(Continued on page 6)

....Maya Trip: Part 2 continued

(Continued from page 4)

Riding cross country from Chichen Itza to Tulum we stopped for a few minutes at a satellite ruin at Coba and then on to Tulum. Tulum sits on a beautiful stretch of beach fringed with palm trees and bordered by the turquoise waters of the Caribbean. The pyramids here are not comparable to the architecture of Chichen Itza or Uxmal. The buildings here, very Toltec in influence, were the product of Mayan civilization in decline.

Most archaeologists believe that Tulum was settled in the Early Post-Classic period (900-1200 AD) The ramparts that surround three sides of Tulum (the fourth side being the sea) leave little question as to its strategic function as a fortress. Averaging nearly seven meters in thickness and standing three to five meters high, the walls protected the city during a period of considerable strife between Mayan city-states. The city was abandoned about three-quarters of a century after the Spanish conquest.

We spent about two hours exploring Tulum and then rode on to our evening stop in the Mexican border town of Chetumal. We would cross into Belize early in the morning so elected to stay near the highway out of town. Also, we had read there was a great Pizza restaurant near the hotel and after ten days of Mexican food we were all ready for a Pizza! If you ever end up in Chetumal, stay at the nice hotel Creibe Princess and eat at Sergios Pizza place on the corner with the hotel. Great pizza!

We were up early and heading for the short ride to the Belize border. We topped off with gas prior to entering Belize as gas in Belize runs about $4.00 US per gallon! This is the easiest border I have ever processed through in Latin America! All you need is your passport and bike title. No bundles of paperwork here - just have your passport stamped and your in! You do need to purchase auto insurance to drive in Belize. There are a number of small insurance offices at the border and insurance costs about $5.00 US for 24 hours. The immigration officer never asked for it but I suppose it is worth $5.00 should you have an accident in Belize. The insurance offices are not open on Sundays so plan to arrive any day other than Sunday.

Belize is a wonderful little country. Formerly British Honduras, it is definitely British in nature. The citizens speak English and the people seem to be very friendly and helpful. There is only one paved road, the road from the border to Belize City and from Belize City through the capital of Belmopan to the western border town of San Ignacio, our destination. San Ignacio is the jumping off point to enter

(Continued on page 6)

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The Maya Trip: Part 2 ...continued

(Continued from page 5)

into Guatemala and on to Tikal, our next Mayan ruin site.

San Ignacio has a great hotel, Hotel San Ignacio. It sits high on a bluff overlooking town and is a very hospitable and gracious place to stay. I can highly recommend this hotel to anyone.

Robert and I left the rest of the group about an hour out of San Ignacio as the others wanted to visit one of the best zoos in Central America. It is located on the road about one hour or less east of San Ignacio. Robert and I wanted to visit the Mayan site at Xuniunich, about six miles from San Ignacio, so we passed up the chance to see the zoo.

Xuniunich is set on a leveled hilltop overlooking the Mopan River. It controlled the riverside track hich lead from the hinterlands of Tikal down to the Caribbean. During the Classic period, a ceremonial center flourished here. Archaeologists have uncovered evidence that an earthquake damaged the city badly about 900 AD, after which the place may have been abandoned. Though it is an interesting site, and its tallest building-El Castillo-is impressive as it rises some 40 meters above the jungle floor, Xuniunich will perhaps disappoint you after you've seen Tikal, Chichen Itza, Uxmal and Palenque! It has not been extensively restored, as those sites have, and the jungle has grown around and over the excavated temples. This author found the place to be exciting in that it looked like it could have just been discovered! The climb to the top of the main pyramid results is a fantastic view of the jungle canopy and surrounding area. One can visualize the priests standing on top and chating to the people below. This is a simple ruin compared to the others we had seen but this place is one that seems to captivate me and remains a vivid reminder of what I always pictured a Mayan ruin to be.

We spent an very enjoyable evening at the hotel sitting on the patio, sipping brandy and discussing our next days ride to Tikal. We had a border crossing into Guatemala to look forward to as well as 60 miles of dirt road. It would be a long day! The dirt road would be a treat. Since all but one of us have made border crossings into Guatemala, we knew we were in for a bureaucratic and possibly frustrating morning-we weren't disappointed!

With all our documents ready we rode the few miles to the Belize/Guatemala border. Checking out of Belize was just as fast as checking in-so far so good! Another 100 meters and we were surrounded by a mob of people wanting to "help us clear customs" into Guatemala. Now the fun begins. Confusion, dust, trucks, noise, street vendors, large numbers of money changers crowding around makes for a great introduction to Guatemala. We were not surprised as this is the norm. One just relaxes, takes a deep breath and begins the process (Process!?) of getting into Guatemala.

I need to back up here-in Mexico, Neal Davis had lost his license plate and doing the right thing, reported it to the Federal Police. After four hours at the court house in Villahermosa, Neal ended up with a seven page, legal size document, signed by five officials using 11 stamps! He was legal, covered, and all was fine - in Mexico!

We began the ordeal of having many documents typed, retyped, signed, stamped, checked,

(Continued on page 7)

(Continued from page 5)

9:00 a.m. to 3:00 p. m. June 7. Call 505-844-9000 for more information.

HSTA Star Rally will be in Taos, NM on June 21-24, 1998. K650DSO will be hosting dual sport rides at the HSTA event.

Four Stroke Singles National Owners Club will have their national rally in Red River, New Mexico on **September 8-9, 1998.**

BMW Owners National Rally will be in Missoula, **Montana on July 9-12, 1998**

NEXT ISSUE:

Progressive Suspension rear shock, Utah Get-Together full report

Carb Pilot Screw Tool

Leave it to Jake Jakeman of Sage Brush Machine Shop Fame to come up with an easy way to adjust your pilot screw. Jake has made a nifty little tool that allows you to easily adjust the upside down screw with having to remove or rotate the

(Continued on page 7)

(Continued from page 6)
carburetor. Jake also has counter shaft sprocket shims for pre-1996 model KLR650's and high grade center stand bolts for use with Five-Star and Rikki Cross center stands. For prices and more info contact Jake at **Sage Brush Machine Shop 435-387-5575.**

Sprockets for 96 and up KLR650

Tired of not being able to get different size counter shaft sprockets for you 96 and up KLR650? Cycle Concepts has felt your pain and now offers PBI sprockets in 12-17 teeth ranges for the new counter shaft design. **Cycle Concepts 805-252-7819.**

City Bike Likes the KLR650

City Bike, a monthly motorcycle publication out of San Francisco has published a great feature article about the KLR650. Publisher, Brian Halton, was kind enough to send me a limited supply of the issue, which I would be glad to

(Continued on page 8)

....Maya Trip Part 2

(Continued from page 6)
rechecked, looked at by the many different government officials, recorded, logged, and in general, all was going smoothly and as we expected. Then comes Neal with his "official Mexican" document explaining the fact he had no license plate. The reaction of the Guatemalan official was calm and to the point-no license, no entry into Guatemala. One MUST have a plate to enter Guatemala. In broken Spanish we proud presented the Mexican document-only to be told it was good in Mexico but not here! We pleaded, we used every word in our 100 word Spanish vocabulary-to no avail. Slowly, I began to understand what the official was trying to tell us. He was saying we only needed to have a metal plate made up and we would be OK! Made up-what does he mean? He means, "made up!" Well, finding an English speaking young guy in the crowd was a stroke of luck. On the bike Neal and the guy jump-off to look for a metal shop to "make up" a plate. he rest of us finished our paperwork, trading our first born sons for the final stamp of entry an waited on Neal. In about one hour Neal returns with a gleaming white metal tag, his tag numbers professionally painted on the tag and proudly bearing the name "Alabama" below the numbers. Neal was now legal! All the officials were happy, we were happy, Neal was happy, the young kid was happy (with ten US dollars) and off we went to Tikal. There is a lesson here for all future travelers to Central America. Be patient, have a sense of humor, never give up (there is always a way) and don't lose your tag! If crazy situations like this drive you crazy -don't go!

The 55 miles of dirt road to Tikal was fast, smooth, and in much better condition then we had expected. It took a little over and hour to make the trip to Tikal-The major goal of the whole trip, the grandest of all

Mayan ruins. We arrived in mid-afternoon and rode directly to the three (only) hotels in Tikal. We knew we must find a room here as the closest town to the ruins with hotels was 30 miles away! The first two hotels were full. We had one left-the "low-end" Jaguar Inn, a small place designed primarily for campers, hammocks, and those sort of "roughing it." They had one bungalow with four beds and one small closet with a bed on the floor and no bath! Since Neal had been exercising his propagative of a "single supplement" (he always slept alone-we think!) Neal got the bed on the floor with no bath! Fair is fair! Actually, the four of us found our accommodations to be very adequate; four beds, a bath that worked once in a while, electricity from 6:00 PM to 9:00 PM each night and a nice view out through the screened-in upper half of the building. In truth, we liked it! One could hear the many species of birds making their unique sounds. Monkeys and wild life moving aroundat night, and of course, jaguars calling for their mates (or was this Neal in the single bathroom he shared with eight college kids-all with diarrhea?)

There is nothing like Tikal: Towering pyramids rise above the jungle's green canopy. Howler monkeys swing noisily through the branches of trees as brightly colored parrots dart from tree to tree. Certainly the most striking feature of Tikal is its steep-sided temples, rising to heights of more than 44 meters. But Tikal is different from Chichen Itza, Uxmal, Copan and other great Mayan sites because it is deep in the jungle. Its many plazas have been cleared of vines and trees, its temples uncovered and partially restored, but as you walk from one building to the next you pass beneath the dense canopy of the rain forest.

Tikal is set on a low hill. The hill, affording relief from the surrounding low-lying swampy ground, may be why the Maya settled here around 700 BC. Another reason was the abundance of flint, the valuable stone used to make clubs, spear points, arrowheads and knives. Within 200 years the Maya of Tikal had begun to build stone ceremonial structures, and by 200 BC there was a complex of buildings on the site of the North Acropolis.

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Combat Touring

by Jim Barthell

When I first approached Gino with the idea for a regular column dedicated to the idea of purely street-oriented KLR650 related topics he probably thought I was crazy. I'm kinda used to that though. He said "sure…sounds great". So here it is, the first in a series of regular articles dedicated to the art of dual sporting… except my definition of the dual in dual sport is between commuting and touring. I fully appreciate you guys who can pilot your KLRs through the dirt, I tried it once. It was the only time I fell off my bike, the only time I got hurt on a bike and from that point on I decided it was the only time I was going to try it. I really like watching you dirt riders though it is truly amazing what you can make your bikes do.

So what is "Combat Touring" ? Well. To me combat touring is touring on a bike that wasn't necessarily meant for touring. It is getting out and doing it, sometimes in not the greatest weather. It's commuting in the morning rush hour traffic. It's dodging the potholes on a less than perfect road. The KLR fit's into this niche very well. The suspension is downright plush compared to most road bikes when it comes to potholes and road debris. I really like the high seating platform for seeing whats going on around you.

The KLR itself is a very flexible mount. Most of you already know that, that's why you bought the bike. Me personally, I bought mine based on reviews in Motorcyclist magazine several years ago. I use my KLR for commuting to and from work and touring the highways. I prefer the superslabs to the backroads but the KLR doesn't care what your preferences are it will take to all roads with great versatility.

I have my KLR setup for the hi-way: A Corbin saddle, 50-litre GIVI luggage and topcase, hi-way bars from Driveline services, a Vista Cruise throttle lock, Throttlemeister bar ends, Jonar foam hand grips, a set of K&N road handle bars and the 17" Rifle windshield. The handlebars had to be drilled to accept the left side clutch housing which has a nipple on the inside, and the throttle sleeve had to be reamed out to allow the Throttlemeister to be installed. The bike is very comfortable for any distance. The last bit of discomfort I had was on long distances my wrists would start to ache from the flat profile of the stock handlebars. Adding the street bars allowed my wrists to lie in a much more natural attitude. I also found the new handlebars allowed me to move back on the seat to the point where I was able to use the GIVI topcase as a backrest.

I have ordered a replacement shock from the Works people. I should have it installed in about 6 weeks. I have found the stock shock inadequate for my 220pounds plus the 120-150# of gear I carry when touring. The shock failed last summer in such a way that the bikes rear shock would compress and not recover, even after I got off the bike. I have already replaced the fork springs with those from Progressive and I am in search of a fork brace.

My Corbin is modified to allow a Widder electrical connector to pass through the part of the seat that goes up the tank. The tunnel through the seat is covered by a Corbin patch. Were I to do it again I would not have this modification done. While it does what I want and looks good. Too many folks have walked up to the seat, grabbed the patch and pulled it open. This tends to pull the leather away from the seat.

Throttle Locks

I have spent a good deal of time researching throttle locks. The best arrangement I have found so far is the Vista Cruise "for most dual throttle motorcycles" part number 307-4045 in the Chaparral catalog. I installed this piece and didn't attach the "foot" to anything. When I want to engage the throttle lock I flip the foot up to its farthest rotation with my thumb. Then with my forefinger I pull the Vista Cruise engagement lever toward me, this engages the throttle lock and I still haven't removed my hand from the throttle. It sounds complicated but it really is simple. To then release the lock you flip the engagement lever forward. I have done this in the dark with heavy gloves on, you won't have any trouble mastering it. If a person wanted to they could drill a hole in the throttle housing and screw the foot to that. I didn't want to drill any new holes in the bike.

Road Tires for the Road

I've been running Metzler tires for the last 5000 miles. The front tire a ME-33 Lazer so far shows no signs of wear. The rear tire, a ME-1 comp-k, has worn out. These are great road tires. During my weekend trip to Daytona last week, I drove through gallons of rain. The tires never slipped or felt anything less then glued to the road. For 100% onroad usage, this is the safest tire I have ever ridden. These 2 tires are

(Continued on page 12)

(Continued from page 7)

send to you. Please send a self addressed 9 X 12 envelop with $1.47 postage attached or send me $1.47 and I'll get one out to you. I only have about 50 copies to send and they will go fast.

Word from Kawasaki

Kawasaki continues to revel in the success of their Vulcan series and plans to bring in their new cruiser currently called the Vintage which looks all the world like and Indian. Retro seems to be the new thing as a revamped Eddie Lawson Replica is coming in 1999 also known as the ZXR1100. Finally, the **Super Sherpa 250** will be replacing the KLR250 in the 1999 lineup. An air cooled, electric start lightweight dual sport machine, the Super Sherpa will take aim at the Yamaha Serow 225.

SPECULATION

While no one has come out and said anything, there are strong indications that the KLR650 is approaching the

(Continued on page 11)

Budget Swingarm Lift

by Mike LeMasters

Oiling the chain on a bike without a center stand is a pain. A center stand that sells for $175 dollars is a bit much for my pocketbook. I've been oiling and rolling and oiling and rolling the KLR for almost a year now.

My riding buddy, Bruce Knudtson, recently bought a KLR and he, instead of the oil, roll, oil and roll technique, decided there was a better way to lube the chain. He believes 2x4s and ingenuity will make anything you want. He may be right. His solution is so simple and inexpensive as to be almost elegant.

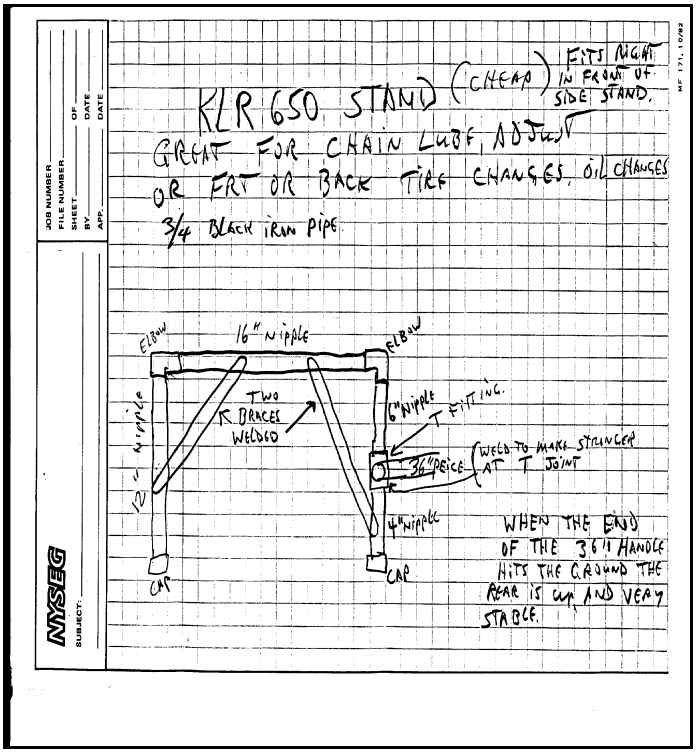
He has cut two 2x4s to 12 inch lengths and fastened 8 inch lengths perpendicular and centered on one end of the 12 inch uprights. Placing one of the Ts on the end of the swingarm opposite of the kickstand and rocking the bike up while sliding the other T under the end of the swingarm on the kickstand side has you oiling but not rolling. This provides a 3 point stance that makes wheel removal a snap also. The T props are small and easy to carry on the bike for use in the field. Some extra stability is gained by inserting a dowel rod through holes drilled in the ends of the Ts on the ground. The pictures should clear up the text.

Pipe Center Stand

By Brent Larson

I hear all of this talk of a center stand, I built a stand for next to nothing that works wonderfully for all servicing and tire maintenance. I'm sending a rough print diagram.

Brent was a little short on description, but it looks like the stand is made of 1/2" steel pipe that you can purchase already threaded to accept elbows and other fittings. -Ed.



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… Throttle Lock

Few accessories can earn their keep on a motorcycle faster than a throttle lock. The ability to rest your wrist and hand for even brief periods goes a long way to making a torturous tour into a pleasant trip. Dual sport bikes offer plenty of obstacles for someone wanting a bolt on throttle lock. Strangely routed throttle cables, exotic throttle housings, hand guards and minimal switch gear housings are enough to scare any after market company away from designing such an accessory. All is not lost, however, as where there is a will, there is a way and with a little ingenuity, almost any throttle lock can be adapted to the KLR650, Tengai and KLX650.

My choice is the Nep CC3 throttle lock which is marketed for the dual cable Yamaha bikes. It has a large tab at the bottom, which is intended to slide between the two throttle cables and thus hold the main portion of the lock fixed. It has a long lever that, when depressed, will close the throttle lock like a clamp around the throttle sleeve and lock it into position. Sounds great, but a KLR650, Tengai and KLX650 all have throttle cables that exit the housing at the top or front. Not a problem. Remember, I said it has a large tab at the bottom, which makes it ideal to drill into to accommodate a screw, which in turn, can be fixed to the throttle housing.

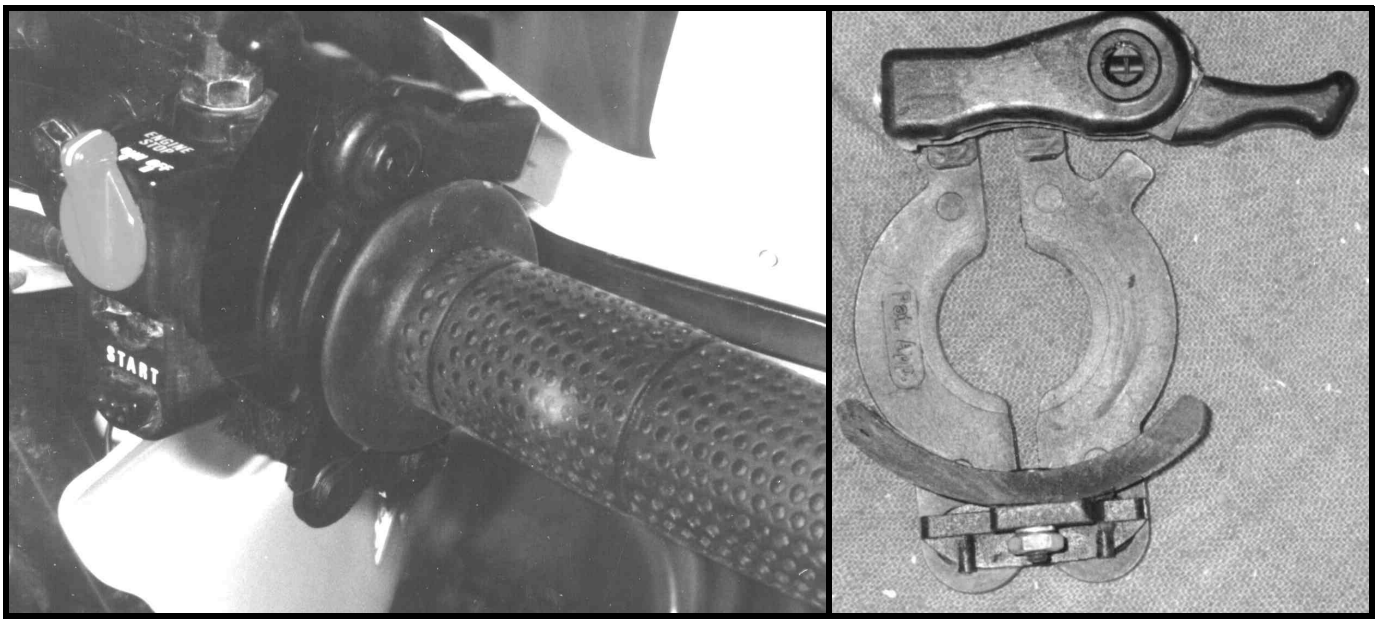
There are two ways to fix the tab to the throttle housing. One is to drill a hole into the bottom of the throttle housing and tap it for a screw, which can then be run through the throttle lock tab and screw into the throttle housing. This of course requires you to either have a drill and tap or go out and buy the two items. The second method is to remove the throttle housing, drill into it and run a screw from the inside out where it can be a stud for the throttle lock to mount to. You will need to get a screw with a head small enough so as not to impede on the movement of the throttle grip. Both options will require some time and effort but can be completed in one or two hours, depending on how you approach it. Both methods will require a spacer to be used between the throttle lock tab and the throttle housing. I and others have made the spacer out of piece of PVC pipe. Other simply stacki washers.

Before attaching your throttle lock, you must make sure you have plenty of room between your grip and throttle housing. You may need to trim away some of the grip as the throttle lock must be located on bare throttle sleeve.

After you have the throttle lock attached, make sure that your throttle grip moves freely and does not bind. A little silicone in and around the throttle lock will assure smooth operation.

Do not confuse a throttle lock with a cruise control. A cruise control adjusts speed by means of a computer to changing road conditions. A throttle lock simply locks the throttle in one position and does not compensate for any changes in the road. Thus, you should use your lock only when it is safe and for short periods of time.

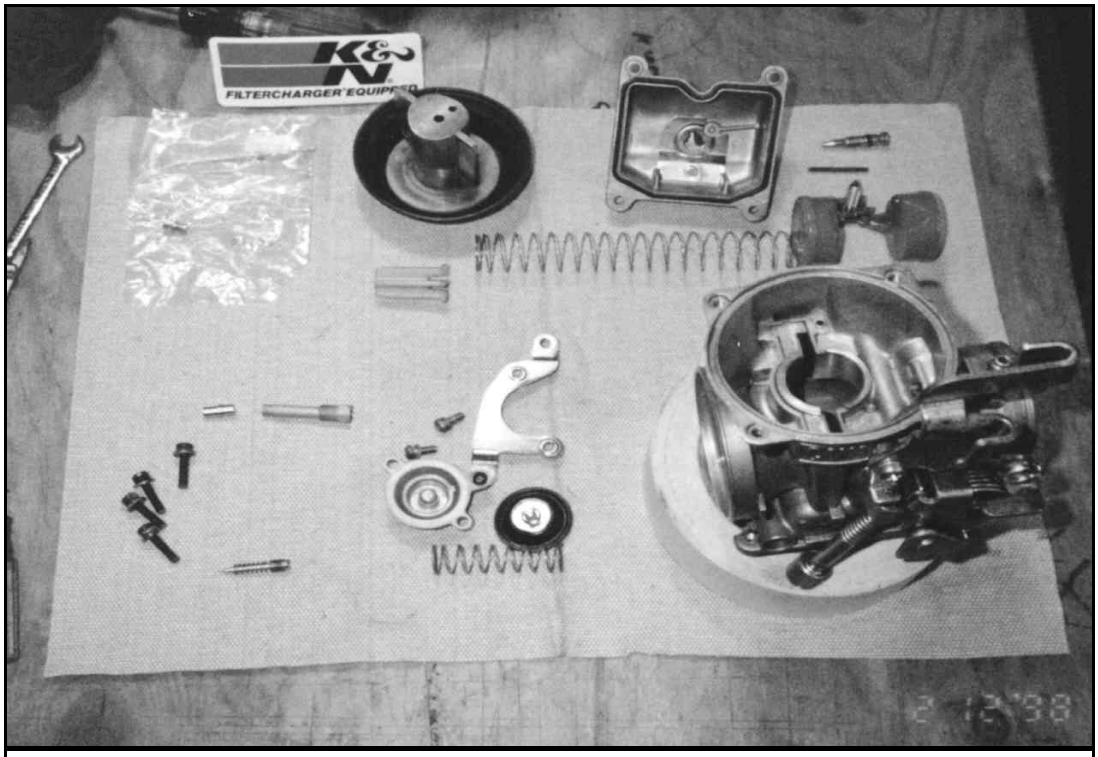
Other throttle locks that I have seen on the KLR650, Tengai and KLX are the Vista Cruise for dual cable throttles and the Universal Vista Cruise. Both will require some ingenuity to attach, but are not impossible to make work. Dual Star is also working in trying to adapt the Throttlemeister, which is popular on BMWs to the KLR handlebar.



LEFT - *This murky picture shows the location of the throttle lock between the hand grip and the throttle housing. Before drilling the locator hole, rotate the throttle lock to a position that will be comfortable for you.*
RIGHT – *This shows the throttle lock assembled off the bike. The long curved, piece at the bottom is the spacer that fits between the throttle lock tab and the throttle housing.*

Carburetor Jet Kit Installation

Text and Photos by Jake Jakeman



The KLR650 Carburetor in all of its disassembled glory. Whenever working on a project like this, an clean, organized work area is a must. A roll of masking tape holds the carb upright.

PREAMBLE: 1988 KLR650: last spring, @ 36,000 miles I started experiencing fuel systems difficulties - loss of throttle control, inability to use reserve fuel, etc. After some fooling around by the dealer in Bountiful and myself, throttle response went away completely, and the bike wouldn't come off choke. The dealer in SLC called it a plugged pilot circuit, so Feb. this year, @ 39,000 miles, I decided to remove and clean the carb myself, and upgrade to a K&N kit and air filter. This article and check list is offered as a guide for the first-timer attempting removal, service, and reinstallation; who may not have a service manual to help him through it. The list looks formidable; I've included other observations and reminders to myself, but don't be afraid to sail into this task. The sense of accomplishment and self-sufficiency you'll feel when the bike fires right up at the end, can't be bought at any price, but it's yours for free if you're thorough and systematic about it. The Bountiful mechanic was able to reve and replace the carb without swinging the subframe out, but I felt more comfortable doing it by the Service Manual.

1. Remove side covers, seat, tank. Only the two top radiator shroud screws need to come out. An icecube tray or muffin tin is handy to keep the fasteners from migrating all over the bench.

2. Remove the rear brake reservoir cover and retainer, leaving the front reservoir bolt in place.

3. Remove the muffler: two hanger bolts and the clamp bolt, slides out to the rear.4. Remove the Tywrap holding the battery leads to the frame tube (near the upper subframe bolt) and the battery, loosen the wire bundle clamp on the frame crosstube.

5. Disconnect the wiring connector on the rear fender, that feeds the rear light group. I drilled a new hole for the retainer two inches forward of the existing hole, to allow the subframe to come out a little farther.

6. Loosen the strap clamp which holds the soft boot from the airbox to the intake horn of the carb.

At this point, I ran a tiedown strap from the front tire to the crossbar of the centerstand, to prevent it from folding up while the work was in progress. also ran a camlock strap from the branch in the frame top tube rearward to the luggage rack, to allow me to inch the rear subframe away just enough to

(Continued on page 12)

(Continued from page 8)

end of its life. I would not be surprised if a completely redesigned model or replacement dual sport model emerges by the end of 1999.

ARROWHEAD PARTS SUPPLY

Fred Hink at Arrowhead Motorsports in Moab, Utah has a good supply of KLR specific parts as he stocked up for the Utah Get-Together. MSR shift levers, cables, brake lines, steel reusable oil filters, magnetic drain plugs and much more. He will UPS to your front door. Also tell him and his significant other, Peggy, thanks for doing the great job they did at the Utah Get-Together. **Arrowhead Motosports 435-259-7356.**

Utah Get-Together T-shirts

I still have some Utah Get-Together T-shirts left in sizes XL-XXL. They have a rock art design of riders and KLR's. Not many of these left, so get one while you can. 100% cotton, $10.00 + $3.00 shipping. Send check to

(Continued on page 15)

...Combat Touring

(Continued from page 8)

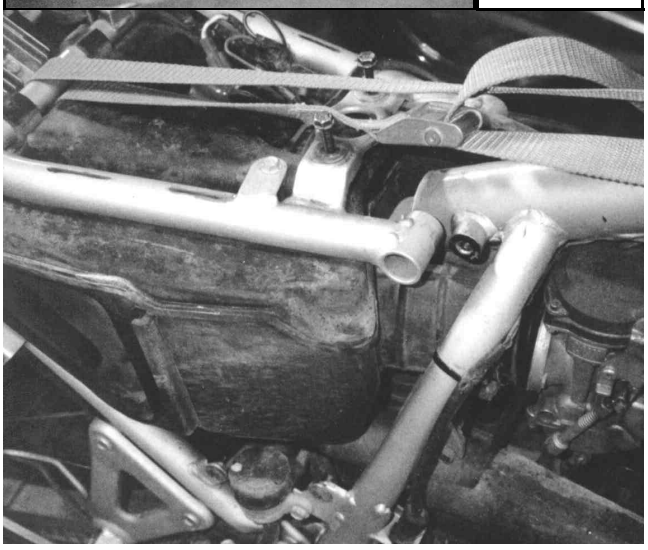
available in the OEM size and that is the size I have installed. I have found that when the rear tire is worn out it will expand in width by about ½ inch or ¼ inch on each side. This expansion causes the tire to rub very slightly on the piece of plastic between the tire and the chain side of the swing arm.

I don't mean to imply the KLR requires modifications to be a good motorcycle. It doesn't. My first 1000 mile day was on a bone cold stock '95 KLR650. My reason for listing the modifications I made were twofold. One, it points out that there are a ton of aftermarket goodies available for the KLR . The second reason is to give the reader a baseline for future articles.

Like I said, I'm seein more and more KLR's being pressed into pavement touring and for good reason. They are very versatile. Keep up the good work, Jim. -Ed.

LEFT - *A small homemade fuel supply helps tune engine with tank off.*

BELOW - *The subframe is heavy. A camlock strap will help to pull it back into position gradually, a must to get the intake boot on the*



.... Carb Rebuild cont'd

(Continued from page 11)

clear the intake horn of the carb.

7. Remove the upper subframe screws, and loosen the camlock buckle until the soft boot clears the carb horn.

8.Remove the plastic cover from the sidestand switch/ solenoid.

Left side: Remove the choke fitting: curved metal tube leads to a black plastic nut. I used a long curved hemostat (also handy for retrieving fasteners that fall down into deep recesses) available at medical supply houses. Remove the overflow and fuel supply hoses.

Right side: Remove vacuum hose from the outlet horn, and the throttle cables: loosen the top nut until the bottom nut can can drop out of position. This is a good opportunity to lube the throttle cables and the choke cable.

Loosen the remaining strap clamp, and twist the carb out of the cylinder boot: check to see if there is a dump hose on the bottom of the float bowl, carb is out.

At this point I drained the float bowl and cleaned the grime from the carb body, using a 1" paint brush, Stoddard solvent, and air. The Bountiful dealer had set the pilot screw 11 turns out. I removed the float bowl and float, and checked the float needle for wear. Look at the way the main jet fitting protrudes into the main throat; it can be installed upside down. Remove the main jet holder and that plated nozzle. If the carb is to be cleaned, unscrew the pilot needle, taking care you don't lose the tiny flat washer and "O" ring near the tip. at this point, a 2" roll of masking tape makes a handy work stand for the carb. The top cover, diaphragm, and slide can now come out. I had varnish d eposits everywhere, so I used some NAPA carb cleaner to soak everything not made of rubber or plastic. I use a metal "tea ball" from the grocery store to soak tiny parts, so they don't get lost in the soak solution. I removed the plate on the left side that holds the coasting enricher and the two hose fittings, for cleaning. I followed the K&N directions: installed the leanest main (136) and set my pilot screw 3 turns out. **NOTE:** After installing the carb, I made a little adjuster tool to set the pilot screw, discovering that my bike idles better @ 1-3/4 turns out.

I replaced the main needle with the K&N needle, clip in the middle groove. Float height was 19mm, I reset it to ServMan: 17.5mm. I removed the cylinder intake boot & cleaned it. Because the engine had been running dirty, the tops of the intake valves were a mess. Using the battery, I rotated the engine until TDC, used a little spray carb cleaner and soft fuel line to my Shop Vac to remove the worst of the gunk.

Reassembly: I wiped the dirt out of the choke control housing, greased the wave washer, and reassembled the control. I also cleaned the brass barrel fitting at the other end, and wiped it with a little anti-seize, before inserting it back into the carb. Remember, don't overtighten the fitting, it may break.

Reassemble the carb; clean the o-ring slot in the float bowl, and apply a little Vaseline to the 0-ring before reattaching the float bowl with my magic stainless steel socket head cap screws.

Wipe the soft boots clean where they surround the carb horns,

(Continued on page 13)

... Carb Rebuild cont'd

(Continued from page 12)

and apply a little Vaseline, then the carb can be inserted into the cylinder boot, and the clamp tightened.

The subframe can now come forward. Stand on the right side, left hand on the luggage rack, and pull it upward and towards the front of the bike, pulling up on the camlock strap. Hold the subframe while you tighten the strap buckle. Bring the subframe up in small steps: as the airbox boot approaches the carb horn, make sure the soft boot swallows the carb horn all the way around. You're ready to re-insert the subframe screws and tighten them, and remove the strap.

I cleaned the muffler clamp screw, together with the hanger bolts, and applied a little anti-seize. Reattach the muffler, loosely for now Temporarily block the vacuum fitting on top of the discharge horn, attach the overflow hose, tighten the float bowl drain screw. A temporary fuel reservoir can be hooked up to the fuel inlet fitting, a siphon hose from your favorite jerry can works well. Wire brush the threads on your spark plug, squeeze a dab of anti-seize on the threads, and install. If you Tywrap the throttle cables to the frame toptube, they won't snag the saddle fitting on the tank next time you remove it. I temporarily hooked up the battery, installed the air filter, and it fired right up. **Huzzah!!**

Reconnect the tailight harness, tighten up the engine mount screws, and the subframe screws, muffler screws, etc. Replace the tywrap for the battery leads, and retighten the wire bundle clamp on the frame crosstube. Take some fine steel wool and shine the battery cable lugs, coat them with a little Vaseline, and reinstall the battery all the way.

Loosen the throttle cable adjusters at the twistgrip to give some slack below: there should be enough threads for the upper nuts on the carb ends to allow the lower nuts to drop out of the bracket on the carb. Secure the lower adjusters, then adjust the twistgrip ends until there's about 1/8 inch of slack. r I Finish tighten the soft boot clamps, reattach the vacuum hose to the discharge horn, and you're ready to install the tank, seat, and side covers, and the rear reservoir retainer and guard. Install the leftside cover for the sidestand switch, remove the centerstand strap, now ready for road test.

11 April: The results of the first fill-up after the rebuild: 20-75 mile runs, out & back to average out the ascend/descend and wind, no duffel , mean altitude 5000ft. 5th gear running, speed @ 55-65 mph. Throttle response is more linear, acceleration is as good as stock, no detectable lean surge. First tank went onto reserve @ 240 miles (downhill): @ 253 miles, fillup took 4.28 gal. Yield was 59.1 MPG. Fascinating.

Carl's Corner: KLR650 Valve Adjustment

by Elden Carl

Well, I'm, back at my favorite restaurant in Ensenada B. C. Mexico with my latest assignment from Gino; valve adjustment procedures for the KLR650. Since I just got back from a 1,700 mile Baja ride with Sam Jones, Ron Jensen, and Rod Morris and pulled a full service including valve adjustment, I'm ready to go with fresh information.

Before I get started, we ran into member Dennis Mathesson and his KLR650 at Guerro Negro (Black Warrior) about 450 miles south of the border. Dennis, if you are reading this, I finally remembered what I was trying to tell you about adjusting ride height. I you want to raise your bike's front end one verticle inch, you must push your fork tubes down into the triple clamps 15%-20% more than an inch to make up for the 28 degrees of fork angle. An engineer friend, Bob Kornafel, gave me the exact number but I've lost it. Any good math type person can put you on the button.

Okay, now that I'm done with that, on to the valve adjustment procedure. Before you start, you should have your KLR650 manual and KLR600 base manual handy. My step by step system goes as follows:

1. Remove side covers, seat, fuel tank, catch tank and radiator shrouds.
2. If you have an air compressor, blow the dirt, bugs and sand away from your top end and valve cover. Also blow dirt from around the spark plug and through the water drain hole on the right side of the head.
3. On the left side, remove the fan and hang it out of the way with a bungee.
4. On the right side, remove the two wires to the coil and unbolt the coil, removing it for more room. Detach the coolant sensor wire. DONOT remove the spark plug because the automatic compression release is always on duty.
5. From above I remove the upper engine bracket and tie the wires up out of the way to allow for more space. This is especially important with 1996-1998 models because the upper chain slipper bracket.
6. Remove the cap, washer and spring from you cam chain tensioner. Do this BEFORE removing the valve cover and don't put them back until AFTER the cover is back and torqued down.
7. Remove the four bolts holding down the valve cover and slide the valve cover carefully to the left. It is best to turn the bolts out sequentially ¼ turn at a time.
8. Remove the two black plastic round caps from the left cover on the engine.
9. Using the correct socket (19mm) in the lower hole, turn the crankshaft counter clockwise. Watch the exhaust cam lobs push the valves down and then up followed by the intake lobes moving down. As they come up, look into the upper inspection hole and watch for three marks. When the third mark with a "T" next to it lines up with the mark on the

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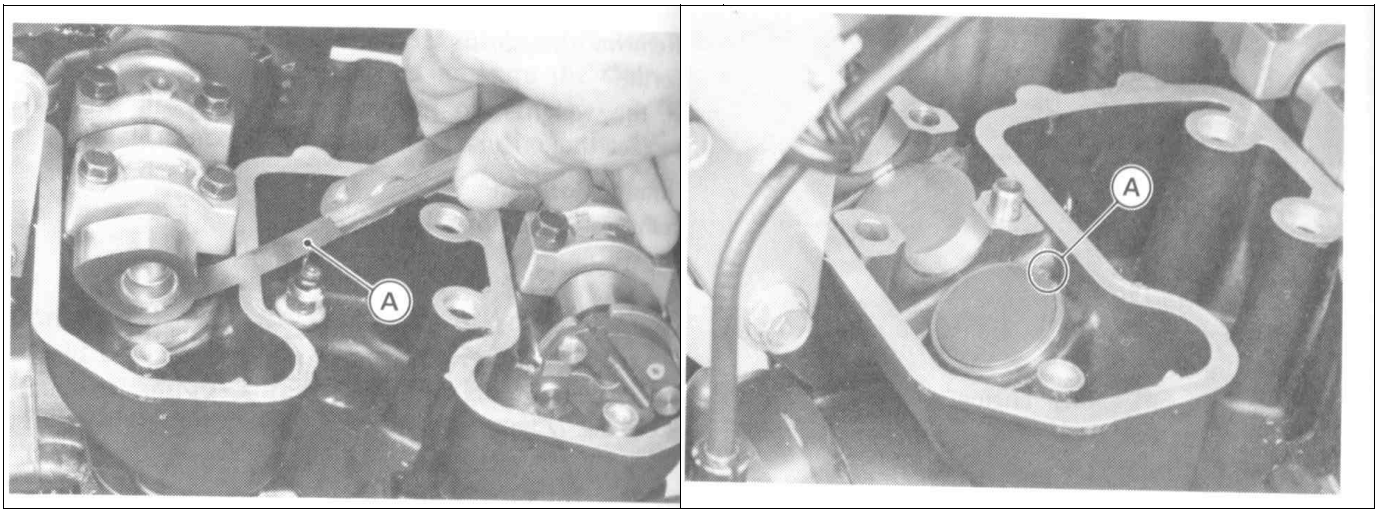
.....Carl's Corner: Valve Adjustment cont'd



Left - *Correct lob position for checking valve clearance.* ***Right-*** *A shim stack as viewed with the cam removed.*

(Continued from page 13)

side cover inspection hole, you are ready to check valve clearances.

10. Checking clearance is easy. Layout feeler gauges from .004" to .010". Your intake clearance should be .004" to .008" and exhaust should be .006" to .010". Simply slide the .004" gauge between the lobs and the shims on the intake side. If it goes, try the .005" gauge. If the .006" slides in but the .007" won't, then your clearance is .006". Repeat the same procedure on the exhaust side starting with the .006" feeler gauge. Record your reading on a piece of paper marked *left intake, right intake, left exhaust, right exhaust.*

11. Adjustment becomes necessary when clearances fall outside the above recommendations. Since exhaust valve clearances seem to close slightly between inspections, I never let mine get below a loose .007". Maddeningly, Kawasaki only provides shims for the KLR650 in .002" increments, so it is impossible to be perfect.

12. If you must change a shim, the cam must be removed. You may remove one or both cams. Let's say you have an exhaust valve that reads .005", but all other readings are good. First remove the right exhaust cam cap (2 bolts) then remove the left exhaust cam cap along with the left intake cam cap since they are tied together with an oil supply pipe. Careful not to dislodge the pipe from the cam caps; they must come off together.

13. Remove the cam and the shim that needs replacing. I have a four compartment box marked RI, LI, RE, LE so that when I take out more than one shim, I don't get mixed up. I also write the info down as a double check. By the way, a small sharp edged screw driver and tweezers are great tools for shim removal.

14. After obtaining a shim .004" thinner than the one removed, I oil it and install it making sure it is seated correctly. I then reinstall the cam making sure the arrow on the cam sprocket is forward and both lines flush with the head surface. I then carefully oil and replace the caps and install the bolts torqueing then to 104 in/lbs with a ¼" drive torque wrench.

15. After torqueing the cam caps back into place, I rotate the crank around and back to the "T" marks and recheck the valve clearances. NOTE: Be sure the ridge on the cam behind the sprocket fits in the cam cap correctly.

16. If everything is okay, I reinstall the valve cover and torque the cover bolts sequentially to 69 inch/lbs. NOTE: Do not over torque these cover bolts or you could ruin the head. Valve cover and valve cover bolt gaskets should be replaced from time to time as should the o-rings sealing the oil supply pipe running between the left side cam caps.

17. After torqueing down the valve cover, replace the cam chain tensioner spring, washer and cap. Don't forget to install a new spark plug.

18. Reinstall all other parts in reverse order from removal. Adjust your balancer chain and go riding.

Other Bits

I received a very interesting letter from member Rupert Humphrey in Riga, Latvia. He has had four KLR650's since 1987 and has over 100,000 miles on one of the two he presently owns. Rupert has blown two engines (1987 and 1988 models) due to balancer problems.

If you have a pre-1996 KLR650, I strongly suggest you install these new improved balancer parts:

1. 670B1507 o-ring
2. 92150-1923 Adjuster bolt, idler
3. 92200-1263 Adjuster bolt washer
4. 92144-1860 Adjuster spring, idler

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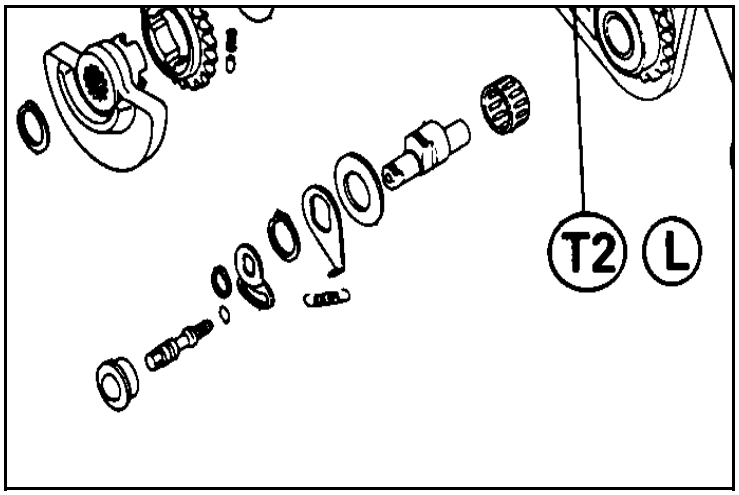
... Carl's Corner cont'd



Balancer adjuster hardware as it appears in the Kawasaki KLR650 Supplement Manual

(Continued from page 14)

While your in there replacing these parts, check out the shaft, sprockets, bearing and lever for damage.

Future articles will cover engine improvements, suspension tuning, steering changes and other subjects pertinent to bringing the KLR650 up to its fullest potential. I've disassembled 6 KLR650 engines and studied them. I've built three engines and whatever I have learned in 110,000 miles am willing to pass on to you. Please feel free to call or write.

Elden Carl
PO Box 591
Jacumba, CA. 91934

Try this number first 619-440-2960, or this one second 619-766-4843.The best time to reach me is between 6:30 to 7:30 a.m. or 6:00 to 7:00 p.m. PST

Gino does not pay me so if I have to call back, it will be collect. If you want me to write back, please send a self addressed and stamped envelope.

PARTS FOR SALE:

Rear shocks, misc. parts for KLR650, custom wide seat.

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...Updates cont'd

(Continued from page 11)

Kawasaki 650 Dual Sport News, PO Box 698, Sandia Park, NM. 87047. Make sure to state your size.

State Coordinators

I would still like to get more folks signed up as State Coordinators. You would help scope out dual sport rides in your area and meet your local members. If you are interested write or call me at 505-281-9886 - Gino

SPECIAL THANKS

The following vendors donated door prizes to the Utah Get-Together. Please calls to tell them thanks and maybe give them some business. In alphabetical order:

Arrowhead Motorsports, Fred Hink 435-259-7356
Dual Star, Mike and Carrie Walburn 425-776-7433
Kawasaki 650 Dual Sport News
Motorsport of Albuquerque, Scott Kuhns 505-884-9000
R&S Kawasaki of Albuquerque, Rick Alcon 505-292-6692

More Thanks

To George Basinet for helping me out with the cruise control feature. George pioneered this for me and sent in some of the photos used. Thanks George!

Reader Feedback

Hey all,
Had an interesting thing happen today; did an oil change and when I put the oil filter cover back on the forward cap screw hole on the cover cracked. Oh sh*t. Well call the Kaw dealer. They had heard of a few cracking. Ask them to order one and we could sort out the warrenty part later. Fine by them. Went out riding for the day (great day thanks).

Get home. Have a letter from Kaw. Open it to see a Factory Directed Modification notice for the oil filter cover tabs when the retaining screws are tightened they may crack. Kaw will cover this problem so if it happens to you be forwarned that it is Kaw's problem and they should own up to it. Should any body with a poor dealer need a copy of this letter let me know I will scan it an e-mail it.
Later
Ed

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Dear Gino,

Here is my renewal. Thanks for making motorcycle more interesting, especially for me down here a long ways from home. I 'ust got back from a ride up to the Cataratas, the waterfalls seen 'in the movie "The Mission" in northern Argentina and southern Brazil. The Tengai performed flawlessly, it was a great trip. I'll send you a short write up when I get caught up around here and get the pictures developed.

There's something I leaned from Larry Roeseler back in my racing days that can benefit many KLR riders. Most riders don't know that you do not necessarily have to buy new springs to have stiffer fork springs. It's a matter of simple mathematics. A short piece of wire is much stiffer than a long one. A fork spring is a long piece of wire. The less coils a spring has (all else being equal) the stiffer it is. Cutting off 3 to 4 coils will make the spring significantly stiffer. Remember spring stiffness and preload are two different things. (On most bikes removing a few coils of the spring will have no effect on fork travel) Then replace the steel spacerswith PVC pipe long enough to make up for the removed coils.

I use an eight inch long plastic pvc,1& 1/4" inside diameter. The outside diameter is 1&1/8". Of course you can make yours longer or shorter depending on how much preload you want. Cutting the springs is not easy, you'll have to use a disc grinder and grind it as flat as possible where it's cut. Put the "cut" end up, the washers on top of the springs then the new plastic spacers. Do not over tighten the caps, there's no reason for them to be too tight.

We have finally moved into the 90s here in Argentina and we're now on line. Also would you please put me in the directory.
Sincerely, Mike Palmer, Casilla de Correo 88, 5584 Palmira, Mendoza, Rep. Argentina

Tel/FaxOll/54-623-62023 E-mailQuinta-Betel@lanet.

Haves, Wants and Needs

1996 KLR650 with <2300 miles, 14" Rifle windshield, throttle lock, GIVI E45 saddlebags, and a Corbin seat. Have all original equipment. Bike is in excellent condition. Located just north of Sacramento, Ca. $4000.00. Gary Heard gaade@otn.net 530-788-0812

Five Stars engine guards for KLR650, very good condition. $70.00. Call Gino at 505-281-9886.

Kickstart kit for pre-1996 KLR650's. Includes gasket. Paid $225.00. Best offer, you pay shipping. Dobber69@aol.com

For Sale H.G. Paris Dakar jacket: antique brown size 42. Half of the new price: $225.00 firm. If no return call, it's sold. Ralph at 505-438-2584 Santa Fe, New Mexico. Rafa<sallymog@roadrunner.com

For Sale: Kawasaki **Tengai;** near mint! Approx 6000 miles, fresh tires and service. $3,500. Call Joel in New Mexico 505-758-9597

For sale 1989 Combi Camper spare tire and cooler rack 1100.00
Corbin seat for KLR650 $200.00
Kenneth Carpenter 217-675-2689

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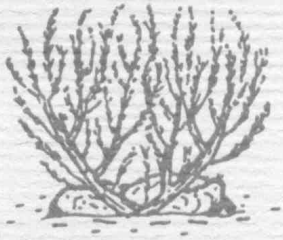
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